

Bad Freight Wreck On Norwich Branch

Hartford Extra Crashed Into Rear End of Local No. 775 Standing at North Grosvenordale Station—Engine Rolls Down Bank, Engineer Tufts Being Buried Undere It—Two Others Badly Hurt.

(Special to The Bulletin.)

North Grosvenordale, Dec. 22.—The worst freight wreck in the Norwich branch of the Midland division in 15 years and which cost one life and damages of probably \$75,000, occurred here about 7 o'clock tonight, when an East Hartford extra freight bound to that point from Worcester by Webster and Putnam crashed into the rear end of a section of local freight No. 775, Norwich branch, from which freight was being unloaded at the station and piled nearly a score of cars of the two trains into a heap of tangled wreckage. The big locomotive of the East Hartford freight rolled down the embankment and landed bottom up in the river with the engineer, George Tufts, of East Hartford, somewhere beneath the mass. The body could not be located up to midnight, but his cap was picked up by one of the train-crew. His friend, John E. Murphy of Putnam, was hurled from the cab. He is now at the Day-Kimball hospital with a bad but not dangerous scalp wound and it was said at the institution that his condition was not regarded as critical. James B. Peters, brakeman, of Charleston, Mass., is at the hospital with a broken leg.

Responsibility Not Placed.

Just where the responsibility for the accident rests could not be positively determined Thursday night, but the stories circulating among the railroad men put the blame on a member of the crew of the local freight, who it is said was sent back to flag the East Hartford train but failed to do so. Both trains were south-bound. The locomotive of No. 775 with seven cars had been cut off from the remainder of the train by the accident on the track and had been run out onto the main line that the freight might be unloaded at the station. This story is that the trainman, not the regular flagman who was sent back to do the flagging failed to get any farther back than the warm caboose of his own train on the siding.

BOUNDARY LINE IN QUESTION IN MONTVILLE.

Selectmen and Mill Owners are Unable To Reach a Decision.

Owing to a material difference of opinion between the selectmen of the town and the owners of the mill in Montville now conducted by the Keyes Products Co. as to the location of the highway bordering the mill it is likely that a suit will be brought before the superior court to determine just where the line between the town and the highway lies. The selectmen of Montville claim that the highway is a Montville road. At the meeting recently held between directors of the Keyes Products Co. and the selectmen all parties were agreed as to the desirability of affording the company every possible opportunity for advancement, but the selectmen felt that they could not accept the responsibility of granting any extension over the present road line as they knew them.

The company claims the right to carry its new building further into the present street. The selectmen, on the other hand, cannot go beyond the lines as laid down. The Keyes Products Co. proposes to extend its plant considerably and on Monday broke ground for a new building to be erected on the site of the old building. This new building will not be proceeded with until the result of the suit is known.

The company is manufacturing a heavy paper used in building construction, the process being patented, and is likely to become one of the most prominent industries in the state. At present the company is hampered for space by the old building, which is situated between the highway in a triangular form. The eastern apex of the property is where the difficulty arises. Here, several months ago, a building was burned down. This the company wishes to rebuild and to extend. It built according to the company's wishes, the building taking away all the present sidewalk and force pedestrians to the main highway.

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Not the Least Warning.

East Hartford train is a fast freight stopping usually only at Webster and Putnam. It is understood that Engineer Tufts had orders into Putnam and was running up to his usual fast schedule when he swung around the curve above the station and crashed without a chance of escape into the cars of the local freight.

Engine Rolled Down Bank.

The impact was a terrific one. The cars piled in heaps and rolled down the bank into the river, while others were hurled onto the platform at the station. The confusion appalled the villagers who assembled by hundreds. The two injured men were rushed to Putnam on a special, made of the yard switcher and a caboose. The ambulance met the train at the Putnam station, Peters insisting that Murphy be the first to be taken over as he was the worst hurt. Peters said that he could wait. Wrecking trains were ordered out from Valley Falls, R. I., and East Hartford and a work-train from Willimantic, while the yard switcher and a big crew of men were sent up from Putnam.

Hours to Open Line.

It was estimated at 10 o'clock that it would take at least 8 hours to get a hole through the mass of twisted steel and splintered wood and probably as much longer to clear up the wreck. Zero weather forced the wrecking crew to work like beavers all through the night. The thought of Tufts, the dead engineer, spurred to extra efforts that the body might be recovered.

The New London boat train was sent around by East Grosvenordale by Webster and did not reach Putnam until nearly 11 o'clock. The train crews involved consider it a miracle that more were not killed or injured. The point where the wreck occurred is a bad one and the circumstances attending the happening could easily have made the loss of life much heavier than was the case.

GOLDEN JUBILEE OF ST. MARY'S T. A. & B. SOCIETY.

Arrangements Perfected for Big Time on Jan. 25.

There was a largely attended meeting of the committee on arrangements for the fiftieth anniversary, or golden jubilee, of St. Mary's T. A. and B. society Thursday night, which was held in the society's rooms on Broadway. The plans for the celebration, which is to take place on the evening of Jan. 25, have almost been completed and a long-to-be-remembered time is promised. Invitations will be sent out to the members of all the Catholic societies in the state and also to the first officers of the several ladies' auxiliaries. Speakers of prominence have been secured for this night and a fine programme, containing musical and literary numbers, is being arranged. There will be four or five set speeches, in which will be contained historic accounts of interest to the society members, and remarks will be made by several others. A social hour will follow, and after this dancing will be enjoyed.

Lewis S. Andrews is president of the society and is ex-officio member of the committee on arrangements. Other members of this committee are as follows: James J. Casey, chairman; George Clune, secretary; W. H. McGuinness, treasurer; Felix Callahan, John Donahue, Maurice Kelley, Walter G. Casey, John Weanish, Patrick J. White.

TWO BIG GUNS FOR FORT WRIGHT.

Each Costing \$50,000 Will Replace Those Which Are Worn Out by Use.

The massive 1,800 pound breech blocks of two new high power 12-inch disappearing gun arrived at Fort Wright this week. Within a few days the guns themselves, each weighing 116,000 pounds, and costing in excess of \$50,000 each, including the cost of the carriage, will arrive in New London and probably be transported to the fort by the U. S. engineer's freight train.

These guns are to replace the two 12-inch guns at Battery Guttschick that have been worn out by constant firing in target practice. The old guns will be sent to an arsenal and probably remodeled.

The following facts in connection with the 12-inch gun will be of interest: The length of the gun itself is 42 feet; the weight of the projectile it fires is 1,645 pounds; each shot projectile costing \$150 and requiring 250 pounds of powder to send it on its destructive way at a speed of over 3,250 feet per second, at the extreme range of 31 miles. The gun complete costs over \$50,000 and requires a detachment of about 40 men to handle it. It generally takes about a year to manufacture one of these big guns and then, before it is accepted, it is given a course of severe firing tests at the Sandy Hook proving grounds at Fort Hancock.

The gun is mounted on a disappearing carriage and is out of the enemy's sight at all times except for the few seconds it is above the parapet while being aimed prior to firing.

COMMON PLEAS COURT.

Case of J. Raymond Stark vs. Town of East Lyme To Be Tried Next.

After the jury returned with a verdict for the plaintiff in the case of Dr. E. P. Poulsen vs. the Connecticut Co., New London, Wednesday afternoon in the court of common pleas, Judge H. H. Burdham, presiding, the court adjourned to come in there next Thursday. Next Thursday the court will sit to hear the jury case of J. Raymond Stark vs. Town of East Lyme.

This is the suit brought by Mr. Stark to recover \$100 damages. His daughter was removed as a teacher in the East Lyme schools and he claims these damages on that account. Tuesday the court will come in at New London for motion list and assignment of cases. This sitting of the court usually takes place on the fourth Monday, but goes over a day as Monday is observed as Christmas.

YANTIC HAPPENINGS.

Newly Organized Orchestra Making Good Progress.

The Yantic orchestra, which was organized some time ago, is progressing finely. Regular weekly rehearsals are held on Thursday evenings in the music room of Yantic hall. At some future date a programme of excellent selections will be arranged by the leader and given before an audience. Miss Julia Hewitt of the faculty of Wesleyan college, who has been spending some time at the home of Mr. and Mrs. H. J. Gibbs, has left for Philadelphia, where she will spend the remainder of her vacation.

Mr. and Mrs. Henry McGilona have left for Ashland, N. H., to be the



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DRESS SHIRTS
FANCY VESTS
CUFF LINKS
SCARF PINS
TIE CLASPS
SHIRT STUDS
FUR CAPS
COMBINATION SETS

guests of their son, Rodger, who is located there.

WHEREABOUTS UNKNOWN.

Disappeared from Her Stopping Place and it Was Thought She Had Come to Her Home Here.

Several inquiries were sent here on Thursday night to learn if Mrs. J. La-Pierre had come to her home here from Hartford, where she had been living for the past two years. She had been under the care of a nurse, although she had gone out alone often. Early Thursday afternoon she left her home and was seen to take a New

Britain trolley car, but thereafter nothing was heard from her and a search was made without avail. Relatives here were notified of her unexplained absence, but she had not come here, it was stated.

MARRIED 61 YEARS.

Mr. and Mrs. Charles B. Wheeler Will Celebrate Anniversary Today.

Very few couples have the distinction of celebrating together their birthdays and sixty-first wedding anniversary on the same day. This is what Mr. and Mrs. Charles B. Wheel-

er of Bank street, New London, are to do today.

That is Mr. Wheeler's birthday and also Mrs. Wheeler's while it is also the sixty-first anniversary of their marriage. Their friends have been invited to meet them at the home of their daughter, Mrs. B. H. Dunbar, 299 Bank street.

Gone to Chicago.

Frank W. Shea, who was employed at the Wauregan about six months ago and who later went to Hartford to take a position at the Hotel Garde, has accepted a place in the LaSalle hotel in Chicago, where he began his duties the first part of this week.

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Razors.....50c to \$2.00
Safety Razors.....\$1.00 to \$3.50
Carving Sets.....\$1.75 to \$7.50
Table Knives and Forks, Scissors and Shears—all prices.
K.K. Food Choppers.....\$1.00 and \$1.25
Clocks.....85c to \$1.25
Watches (Ingersoll).....\$1.00 and \$2.00
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